

# HAWAIIAN GAZETTE.

J. MOTT SMITH,  
Director of the Government Press.

HONOLULU:  
WEDNESDAY, MAY 12, 1899.

BY AUTHORITY.



Mr. W. PARAYLA has been appointed agent to grant marriage licenses for the district of South Kona, and Mr. D. H. HENDERSON, for the district of Hilo, Island of Hawaii.

Mr. S. H. MARUKA is appointed School Agent for the district of South Kona, Island of Hawaii, in place of D. H. Henderson.

Mr. K. F. FOWLER has this day been appointed Road Supervisor for the District of Makawala, Island of Maui.

Mr. C. E. Bishop, J. Kamehameha and H. A. Widemann have been appointed Commissioners to assess the value of the private property required for the opening of School Street.

The Steamer Kilman was bought by the Government to prevent her being broken up, and her machinery dispersed.

There has been a hope entertained that some of our enterprising fellow citizens would see their way clear, to propose some plan, by which, with the aid authorized by the Legislature, Inter-Island Steam Navigation might be re-established.

Something has been published about a "ring" that might be expected to do something; but the said "ring" does not make itself visible at the Government House, or elsewhere—yet.

There has been but one proposition made to run the Kilman, and none made to run any other vessel, unless a suggestion that the North Pacific Steamship Company would run a vessel, under the American flag, for a subsidy of \$25,000 per annum.

Admitting, for the purpose of argument, that the matter of the flag could be got over, (which is not obvious), there remains the fact that the aid required from the Treasury is more than twice the amount which the Legislature authorized.

One of the advocates for subsidizing the foreign Company is quite sure that they (and it is to be inferred, they, alone), can perform the service most acceptably, and that the above-mentioned sum is quite reasonable.

If this be so, the Legislature is the proper body to convince on this subject. They have had the matter under public deliberation for a considerable time, and have concluded that the sum of \$20,000 for the two years, for the service to windward, and including going to Kauai, \$30,000, and not \$50,000, is sufficient for this object—or if it is not sufficient, that it is all the public treasury can afford—and no one has the right or power to alter that decree.

It is not like any unforeseen event occurring, when one may reasonably take a responsibility, trusting to the sense of justice of reasonable men to justify him. Steam communication is very conducive to the prosperity of the people, but is not absolutely essential to their safety; and, therefore, it follows that if the means provided by the Representatives of the people is not sufficient to secure it, then it can not be had—and that is all there is of it.

Some people talk and write as if they think that they can have all the privileges of a free government, and the peculiar advantages of a despotism, combined in one. But this is impossible.

This view of the case does not involve the question of the propriety or impropriety of paying to parties, resident abroad, large sums of money for doing the service. The Legislature may well take that, likewise, into consideration: whether they will abandon their coasting-trade, or any part of it, to foreign owners. They may well think that anyone might well afford to run a vessel, if they pay no wharfage, no license, no storage, and receive all their earnings and \$2,000 per month besides, and that if anyone is to have any such advantage, it should be people residing among us, whose property contributes to the common wealth.

Something has been said about the Kilman being slow. There she lays in the harbor, to be examined by anyone—and she is most undoubtedly, a good, strong ship. She may be slow, but she will get to Lahaina quicker and more safely than a sailing vessel will beat up there, and carry her passengers more comfortably. But as we have said before, swiftness is a question of fuel. She had come down to using 20 tons of coal on the round trip—leaving here Monday night, and arriving back Saturday morning. Now, one can't make much steam with that amount of fuel. In trying to economize fuel, there had come to be a resemblance to the economical man's horse, that was to be supported on nothing; but just as he had got to one straw a day, the horse died. The fact is, that no better ship was ever turned out of a New England ship-yard than the Kilman. She will go to windward, with a very reasonable consumption of fuel, six knots per hour. Starting from here at night-fall, she can get to Lahaina at day-break, and there is no use in wasting your coal to get there before.

The regularity with which she did make her trips—and would do so again—is of great value to the community, in every way: such as making passages, sending letters, and filling orders for goods.

Now, the Administration is ready to go to the full extent of the means granted by the Legislature to put her on the route again. Is she needed, or is she not? Much is said about private enterprise in these times. Will that enterprise effectuate this desirable object, even with Government assistance, or shall the ship be broken up, and her machinery sold piecemeal? If no one person or firm is willing to take upon themselves to run her, is it not feasible for several to combine together to run her? It does not seem to be of much consequence whether such a combination is styled a "ring" or not, as long as they run the vessel "on the square."

Read the following extract from the New York Tribune, of March 12th. Bear in mind the hundreds of thousands of readers of that paper, and then say, if you can, that the falsehoods published by the so-called "Independent Press," here, and sent to foreign papers by their own writers, and those in sympathy with them, do no harm. Let those contumacious them by their support, who will, but let them blame nobody but themselves for the injury done.

"The cattle trade in the Sandwich Islands has for some time taken a development which leaves but little difference between it and the slave trade. It is especially the natives of the small Polynesian Islands who are imported, often entirely against their will, and compelled to work. Recently a vessel was dispatched by the Board of Immigration to the Polynesian Islands for a new cargo of natives, and as it was expected that the missionaries would make the natives against this scheme, the missionary authorities were prohibited from sending any letters or papers by the steamers. It was expected that the United States would interfere."

Supreme Court.  
(SPECIAL TERM, MAY 12, 1899.)

The King vs. John Brown.

Mr. Justice HARTWELL delivered the opinion of the Court as follows:

Defendant was convicted at last April Term of this Court, on a charge of maliciously burning the American ship King Philip, in the harbor of Honolulu, on the 15th of March, current. The bill of exceptions sets forth:

1. That at the trial of said case, the prosecution, in order to show a motive for committing the offense charged, were allowed to introduce evidence of certain threats, which defendant made against the second mate of his vessel, two or three days before the fire.

2. That after the Police Justice had testified that one Bayles, the principal witness against the defendant, had been tried before him, and committed for the identical offense charged against defendant, principally on defendant's testimony, the evidence of what defendant had testified against Bayles, in his trial for commitment, was not admitted, either as part of the res gestae, or in order to affect the credibility of the witness Bayles, by showing the relation existing between him and defendant, and the motives which influenced him to testify in the present case.

3. That the verdict was contrary to law and evidence, unwarranted by the evidence, and contrary to the instructions of the Court.

Exception was also taken upon the sufficiency of Bayles's evidence, unless corroborated by other evidence, to support the charge. The evidence of recent threats, by the defendant, against one of the officers of his vessel, was properly admitted, tending to show that the defendant was disaffected; that he had a motive for desiring an immediate end of his voyage; and that he was intending to resort to violent modes. True, this is no uncommon occurrence, and may have existed with each member of the ship's company, and such evidence should not weigh much, but it certainly tends to repel the suggestion of accident or negligence.

(Cook vs. Moore, 11 Cush., 217; Bottomley vs. U. S., 1 Story, 143.) There can be no doubt that Bayles was a competent witness; our statutes make no provision for the disqualification of witnesses, except to make the real plaintiff or defendant in interest, incompetent.—(Civil Code, Sec. 1218.) It was argued, but we think without strict legal propriety, that Bayles was to be regarded as an accomplice; but we know of no rule of law requiring the evidence of an accomplice to be corroborated. It is highly proper to instruct the jury of the trustworthy nature of such evidence, and to caution them that it is unsafe to base a verdict of conviction solely thereon, and that corroborating evidence of some point, essential to the issue, should be given. Such instruction was given, substantially, and in strong terms; and even if it were not, it after all rests in the discretion of the Court, as a matter of practice, and a conviction, upon the uncorroborated evidence of an accomplice, can not be set aside on that ground.—(Commonwealth vs. Bosworth, 22 Pick., 339; Commonwealth vs. Brooks, 9 Gray, 299; Regina vs. Boyes, 1 El. B. & S., 311.) It was properly left to the jury, whether Bayles's evidence was sufficiently corroborated.

The case presents no instance in which the jury departed from the instructions of the Court, and it must be presumed that they did their duty. There is no occasion to distrust the verdict, for insufficiency of evidence. The motive, opportunity, facilities at hand, expressed intention, the failure to give the alarm, when the fire would naturally have been observed by the defendant, upon his watch, are in evidence. The Court having decided what evidence can legally go to the jury, the responsibility of inferring guilt or innocence therefrom must, in this case, remain with them. There is always doubt of the degree, and of the fact of guilt. But the doubt which must decide in the prisoner's favor, is no fanciful or possible contingency. The evidence does not so point to accident or to other agency as the cause of the fire, as to authorize us to say that the jury disregarded such doubt as would, probably, influence reasonable men.

Concerning the admissibility of the Police Magistrate's evidence, as sought, there is more difficulty. The well-established rule of law forbids a party from testifying in his own behalf, while no person, whether party or witness, can ever be compelled to give evidence to criminate himself, on the maxim, *Nemo tenetur pro se accusari*. The principle is as old as the civil and common law, is so liable to be influenced by personal interest that it can not safely be relied upon, and left to the jury. Many of the United States have passed statutes admitting this class of evidence, subject to cross-examination. No such statute, however, exists here. It was

strongly urged that defendant's evidence in a previous case, was inadmissible for any purpose, and particularly so, because given at an *ex parte*, preliminary hearing, with no cross-examination, and when not confronted by opposing testimony.

It was in evidence that Bayles was committed on the strength of defendant's testimony, and the jury were fully instructed as to the extremely suspicious nature of his subsequent testimony. It is probable that the result of allowing the Police Magistrate to testify, as he did, that the defendant's evidence had great weight with him in ordering to the prisoner, with a statement of that evidence, *ad idem*. It can not, however, be denied, that at the time, when the defendant gave the rejected evidence, he was under no legal disability. He testified under an entirely different state of things, and *ad idem*.

The familiar cases of evidence of statements by husband or wife, previous to marriage, being admitted for or against each other, or of insane persons' declarations, made in lucid moments, are in point. The relations between the parties were sufficiently shown by the evidence admitted; of course, we can not know what the rejected evidence would be, but it might present a state of facts materially affecting Bayles's credibility. A long, minute, and detailed account of the affair, given by Brown, particularizing facts, events, and conversations, followed in this case, by a statement from Bayles, precisely tallying with, and fitting into, each detail, might give rise to grave suspicions of its truth. We are, upon the whole, of opinion that this evidence can be admitted, to affect Bayles's credibility, without violating the rule of law preventing a party to the record from testifying. As the defendant was legally entitled to this evidence, and as its effects upon the jury can not be surmised by us, we decide that, in conformity with our established practice, as well as the legal authorities of the country to which these parties belong, a new trial should be granted.

New trial ordered.

W. C. Jones, Esq., for the motion.

The Attorney-General, adverse.

The new trial ordered above was held, and resulted in the acquittal of the accused by the jury.

The Management of this paper is exceedingly obliged to correspondents for their favors, and they will excuse us if some of their communications may be obliged to lie over. They would confer a great favor, in addition to the favor of their communications, by forwarding them as early as possible. Sometimes it happens that those which we are obliged to omit for the week lose their value by the delay; and, besides, the earlier they are obtained, the easier it is for our compositors.

Correspondence.

Mr. Editor.—The *Advertiser* of the 8th inst. has some remarks upon the decision of a Massachusetts Judge, upon a suit to compel the fulfillment of a specific contract for service. His decision against such fulfillment was no doubt *correct* in law, of which he was not the maker but the judge. So no doubt the decision of our judges would be *correct* in law, whether the law was wise or unwise. Their business is to decide what the law requires. They cannot alter it, and this decision only shows that the Massachusetts law does not enforce the fulfillment of specific contracts for service. Our law does. But what would have been the decision in the case of a seaman in that state? "If a sailor deserts before the voyage begins, by not rendering himself on board, he may be apprehended under the warrant of a Justice, and be compelled to go on board." I will know that maritime laws are special, and are made so, because the interests of commerce are deemed to require this special legislation, but if they are unjust, if they trespass upon natural rights, if they are oppressive, they are not justified by any moneyed interests whatever. I do not know the number of American seamen, but it is much larger, probably, than the population of these islands, and if laws, requiring the specific fulfillment of contracts, are just when applied to seamen, they are equally so when applied to landmen. If they are intrinsically and inherently just, they may be equally applied to seamen or landmen, whenever the interests of a country may require it. But if they are unjust, and oppressive on the land they are so on the sea, and cannot be justified on either by any supposed merely pecuniary interests, to be protected. But in my view they are just wherever any great interest calls for them, and I may say that I do not see why all men, everywhere, employer and employed, should not be required to fulfill the obligations which they have voluntarily and intelligently assumed. The contrary doctrine applied to any class, appears to me partial and unjust and *unjust* to unsettle the very foundations of society, by destroying all confidence, by rendering all enterprises doubtful, into which the relation of employer and laborer must enter, however essential they may be to the public welfare. If I as a laborer and without means, take advantage of a man's necessities or his confidence upon my integrity to-day, to extort from him fifty dollars advance upon a contract for labor to be performed, or do the same by an appeal to his charity, and tomorrow refuse to fulfill the contract, being as able to do so as when I contracted and he have no redress in the law, (for he can collect no damages from me) I cannot claim to be anything better than a swindler, and the law practically sustains me, if it grants him no redress. In New York the man might go before a magistrate and make an oath that he believed it to be his intention to defraud him and have me shut up, but how would this help his necessity? It would be better for him, for me, and for society that the law should require me to do for him what I agreed to do, as it requires the sailor to fulfill his agreement.

Such a law cannot be oppressive to any one disposed to do right. Upon such, it can have no power, they contract voluntarily, and, if they plead the constitution which says "there shall be no involuntary servitude" as a reason why they should not honestly and faithfully fulfill their contracts, who does not see that they try to press the constitution into their service to aid their dishonesty, and that to suppose, that the declaration of important principles of human rights, was ever intended to meet such a case, is to suppose it was intended to aid in their subversion. On the contrary, who does not see that such a contract is not entering in to "involuntary servitude." The law limits contracts for service, but contracts intelligently and voluntarily made are required to

be fulfilled. The civil and the political rights of the laborer and his employer here, are equal before the law, and as far as the law is concerned there is nothing to prevent the laborer from becoming Chancellor, Crown Minister, or Legislator, any more than there was to prevent John Singleton Copley, the son of a Boston painter, becoming Baron Lyndhurst, Lord Chancellor of Great Britain, or the former boy, Abraham Lincoln, becoming President of the United States.

The maritime laws of the United States are designed to protect a large interest of that great country, but if they were not thought to be just towards the sailor, they could not be sustained.

S. N. CASTLE.

Mr. Editor.—It should not be a matter of surprise to any of those who have studied your neighbor, of the *Advertiser*, that he should have as correct and brilliant views upon general science, geography and navigation, as he has upon the labor question, and the various moral and political topics which, from time to time, agitate, and in his imagination, threaten to dispirit, our little community. The above reflection was suggested to my mind, upon reading the remarks in his issue of April 24th, upon Arctic expeditions, and more particularly that portion of which which refers to the proposed voyage in search of that much talked of "spit," the North Pole, via Bering's Strait. He says: "An expedition, by this route, could first visit San Francisco, and finally start from Alaska, would enter the Strait and steer north and west, in the wake of whales, which always seek open water."

Now, in the course of an active, and somewhat protracted seafaring life, it has been my fortune to visit the Arctic on several occasions, and from various starting-points, among which, has been San Francisco; and although it has always been my object to reach that ocean in its complete state of preparation as possible, in order to meet the hardships, which all, who go there, must battle with, I am obliged to confess, that from a short-sightedness, which I can now see has been most deplorable, I have never thought of making Sitka a stopping place on the way; and, to confess the truth, I never should have done so, had it not been, as it were, forced upon me, by the brilliant genius of your neighbor.

I will explain the views I have always held, in regard to the shortest and best route to the Arctic, via Bering's Strait; by which explanation, you will at once be able to perceive how natural it has been, for a common man like myself, to have taken the wrong course. For instance: the distance from San Francisco to Sitka, in a direct line, is about 1,200 miles, in a north and westerly direction; but a vessel, in going to Sitka from San Francisco, would have to sail, at least, 2,000 miles, during the prevalence of the N. W. winds, and they are sure to prevail for more than nine months in the year; and if such a vessel was bound to the Arctic, she would, when she arrived at Sitka, find herself some 400 miles north of the Fox Islands, through which she must still pass, in order to reach Bering's Strait. From Sitka to the nearest of the Fox Islands, in a direct line, is about 1,200 miles in W. S. W. direction; with the prevailing winds from the westward, a vessel therefore in sailing from Sitka to the Fox Islands, would, under ordinary circumstances make a distance of 1,800 miles, making the whole distance from San Francisco to the Fox Islands 3,000 miles. Now the distance from Honolulu to the Fox Islands is 1,800 miles in a direct line; but as the winds are generally, what are in sailor parlance called "soldiers' winds," (that is a wind by which you can sail north or south, at pleasure,) a vessel would not, on ordinary occasions sail more than 5,000 miles to reach the Fox Islands. Now in my ignorance and stupidity, I have always thought that Honolulu was the very best final starting point for vessels, bound to the Arctic; better than any other port in this ocean, and have even supposed, that if after leaving San Francisco for the Arctic, a vessel wished to stop at any port on her way, Honolulu would be the most natural and convenient port for her to stop at.

Your friend has, however, undeceived me on this subject, and I am now convinced that no expedition can hope for success, unless it starts at San Francisco, touches and "finally starts" from Sitka, and steers a course about as crooked, devious and uncertain as that of your neighbor, on the labor question, of which course "the wake of the whales" is a most apt and forcible illustration.

NAVIGATOR.

Mr. Editor.—I noticed, in a late number of the *Advertiser*, an article, signed Justice 2nd, in which he characterizes the statements of Mr. Castle, (in which he compares the condition of a contract laborer with that of a seaman) as sophistry.

Now I own I was somewhat surprised, when reading this remark, as I have known many who have made contracts to work on plantations, and they invariably speak of it as shipping on a plantation; on several occasions, during the last year, I have met a number of these men, and upon asking them what they were doing, they replied, "we have shipped on such or such a plantation."

Now I will venture to say that nine out of ten of the natives of these islands, who engage on plantations, consider it in the same light as shipping on board of a ship for a voyage.

It is the same with those who contract to labor on the Guano Islands; they are shipped before the Harbor Master with the consent of the governor, in the same manner as all Hawaiian seamen are shipped.

DEATH OF LEONOLD WOLFF, Esq.—On Sunday evening last, May 10, Mr. Leopold Wolff, a member of the bar of these islands, died at the residence of Mr. Lowman, in this city, of pulmonary consumption. Mr. Wolff was born at New Orleans, La., March 9, 1842, and was consequently a little over twenty-seven years of age, at the time of his death. Graduating at the Cincinnati Law School, he subsequently read law in the office of Judge Krum, of St. Louis, Mo., and was admitted to the bar at the age of twenty-one. Arriving on the Pacific coast in 1867, he settled at Portland, O., where he immediately took a very respectable position in his profession. In the summer of 1865, he visited the West Indies, in the hope of recovering his impaired health, but obtaining no relief, returned again to Oregon, whence, in January, 1868, he came to these islands, and resided at Lahaina most of the time since, up to within a short period previous to his death. Mr. Wolff was a lawyer of acknowledged talent, singularly eloquent, and had made numerous friends here by his urbane manners and many good qualities.

The writer does the most who gives his readers the most knowledge, and takes from him the least time.

## NEW ADVERTISEMENTS.

### FOR SALE.

THE LOT OF LAND, 516 acres, more or less, with a frame house thereon, situated in Mahala, Kan. lately owned by Halekani. Also, the premises in Puna, owned and lately occupied by S. Spencer. Enquire of

H. A. WIDEMANN.

### NOTICE.

A SPECIAL General Meeting of the Members of the Royal Hawaiian Agricultural Society, will be held at the Court House, on SATURDAY NEXT, the 15th inst., at 12 o'clock, noon, for the transaction of important business. Per order,

J. B. KINNEY, Recording Secretary.

### PUBLIC NOTICE.

WHEREAS, on the 20th day of April, A. D. 1899, the undersigned purchased from SAM. BERNARD, all his interest in the Stock in trade, good will and business of a certain Clothing and Furnishing Establishment, in the City of Honolulu, before that time carried on under the name and style of MARKS & BERNARD, whereof due notice is hereby given, that the said Sam. Bernard is not authorized or empowered to contract any debts, sell or purchase any goods, or collect any moneys, in the name of, or for account of said Marks & Bernard, and the undersigned will not be responsible for any debts, contracts, sales or purchases, made by the said Bernard, in the name of, or for account of the said Marks & Bernard.

H. BERNARD, [Late Marks & Bernard]. By his Attorney-in-fact, ADOLPHE MARKS.

### LOOK AT THESE PRICES FOR GENUINE WALTHAM WATCHES!

The "P. S. Bartlett" movement, with extra Jewels, Chronometer Balance, Patent Dust Cap, Patent Safety Pinion, &c., in 30s. case, with Gold Joints, \$27.00. The same in 40s. case, \$30.00. In 50s. case, \$33.00.

The "Waltham Watch Co." movement, with extra Jewels, Chronometer Balance, Patent Dust Cap, Patent Safety Pinion, &c., in 30s. case, with Gold Joints, \$31.00. The same in 40s. case, \$33.00. In 50s. case, \$35.00.

The "Appleton, Tracy & Co." movement, with extra Jewels, Chronometer Balance, Patent Dust Cap, Patent Safety Pinion, &c., in 30s. case, with Gold Joints, \$34.00. The same in 40s. case, \$37.00. In 50s. case, \$40.00.

"P. S. Bartlett" Watch, in 24s. 18 karat Gold Hunting Case, \$28.00. Waltham Watch Co.'s Watch, in 24s. 18 karat Gold Hunting Case, \$24.00. "Appleton, Tracy & Co." Watch, in 24s. 18 karat Gold Hunting Case, \$27.00. Any additional weight at \$1 per dwt., or \$20 per oz. extra.

We will send any of the above by Wells, Fargo & Co.'s Express, with bill to collect on delivery, and give the purchaser the privilege to examine the Watch before paying. All Express charges, however, to be paid by the purchaser. But if the amount of the price of the Watch is remitted to us with the order, we will prepay the Express charges to San Francisco.

In remittance, enclose drafts on Wells, Fargo & Co. preferred.

We wish it distinctly understood that these Watches are the very best, with all the latest improvements, and that they are in perfect running order, and if any one does not perform well, we will exchange it, or refund the money.

Please state that you saw this in the HAWAIIAN GAZETTE.

HOWARD & CO., Jewelers & Silversmiths, 619 Broadway, N. Y. One Block above the Metropolitan Hotel.

Every one visiting New York is invited to call at our establishment.

In order that all may address us with confidence, we refer, by permission, to:

A. F. FORD, Esq., Honolulu. WELLS, FARGO & CO., San Francisco. L. W. RAYMOND, Esq., San Francisco. B. C. HOWARD, Esq., San Francisco. C. R. HUNTER, Esq., U. S. Mint, S. F. W. S. HOBART, Esq., Virginia City, Nevada, and invite attention to the following:

Office of Wells, Fargo & Co., 84 Broadway, New York, Oct. 26, 1898.

We can cheerfully commend Messrs. Howard & Co., No. 619 Broadway, New York, to our friends, as a reliable and trustworthy firm, with the assurance that all orders sent them will receive faithful and prompt attention.

16-3m

### NOTICE.

HAVING CLOSED OUT my interest in business to Messrs. DILLINGHAM & CO., I would cordially recommend all my old customers to them.

H. DIMOND.

### DILLINGHAM & CO.

HAVING PURCHASED THE ENTIRE STOCK IN TRADE, OF

HENRY DIMOND, ESQ.,

—CONSISTING OF—

HARDWARE,

Of All Descriptions,

CUTLERY,

Of Every Variety,

A LARGE ASSORTMENT OF

Paints, Oils, and Varnishes,

—AND—

DRY GOODS,

—AND—

GENERAL MERCHANDISE, Of Every Description, Would most respectfully invite the attention, and solicit the trade of the old customers of the House, and the Public generally. 15

## NEW ADVERTISEMENTS.

### MORE THAN 100,000 PERSONS

BEAR TESTIMONY TO THE WONDERFUL CURATIVE EFFECTS OF Dr. Joseph Walker's CALIFORNIA VINEGAR BITTERS! THE GREAT BLOOD PURIFIER.

"The Life of all Flesh is in the Blood thereof." Purify the Blood, and the health of the whole system will follow. It is a gentle Purgative, as well as a Tonic.

These Bitters are not a gilded pill, to debilitate the eye or please the fancy, but a Medical Preparation, composed of the Best Vegetable Ingredients known.

Choose the Purified Blood, whenever you find its impurities bursting through the skin, in Pimples, Eruptions, or Sores; Choose it when you feel it obstructed or sluggish in the Veins; Choose it when it is foul, and your Joints will tell you when. Keep the Blood healthy, and all will be well.

Dyspepsia or Indigestion, Headache, Pain in the Shoulders, Tightness of the Chest, Coughs, Discharges, Sour Eructations from the Stomach, Bad Taste in the Mouth, Bilious Attacks, Palpitation of the Heart, Indigestion of the Lungs, Copious Discharges of Urine, Pain in the Region of the Kidneys, and a hundred other painful symptoms, are the offspring of this Dyspepsia. For these troubles, take Dr. Walker's Vinegar Bitters, and quickly all painful symptoms will disappear.

It is a Gentle Purgative. As well as a Tonic, possessing, also, the peculiar merit of acting as a powerful agent in relieving Constipation, or Inflammation of the Liver, and all the Visceral Organs. In this respect, these Bitters have no equal.

For Female Complaints, Whether in the young or old, married or single, at the time of womanhood or in olden life, these Tonic Bitters display so decided an influence, that a marked improvement is soon perceptible in the health of the patient.

For Inflammatory Rheumatism, Chronic Rheumatism and Gout, these Bitters have been most successful. They are caused by vitiated blood, which is generally produced by derangement of the Digestive Organs.

Pain, Tumor and other Wounds, lurking in the system of so many thousands on the Pacific Coast, are effectually destroyed and removed by Morbid Condition of the Blood.

This is the fruitful source of many diseases, such as Tetter or Salt Rheum, Ringworm Boils, Carbuncles, Sores, Ulcers, Pimples, and Eruptions of all kinds. For the cure of these various affections, which are merely symptoms of a Morbid Condition of the Blood, medical science and skill have not, as yet, discovered a Blood Purifier equal to Walker's Vinegar Bitters.

Diseases of the Blood, Liver, Kidneys, and Bladder. It thoroughly eradicates every kind of humor and bad habit, and restores the entire system to a healthy condition. It is perfectly harmless, never producing the slightest injury.

Bilious Remittent Fevers, And Intermittent Fevers, which are so prevalent in the Valleys of the Pacific Coast, during the Summer and Autumn, and especially during seasons of unusual heat and dryness, are invariably accompanied with extensive derangements of the Stomach and Liver, and other abdominal viscera. There are always more or less obstructions of the Liver, a weakness and irritable state of the Stomach, and great torpor of the Bowels, being clogged up with vitiated accumulations. In their treatment, a purgative, exerting a powerful influence upon these various organs, is essentially necessary. There is no cathartic for this purpose equal to Dr. J. Walker's Vinegar Bitters, as they will speedily remove the dark-colored, viscid matter with which the bowels are loaded, at the same time stimulating the secretions of the Liver, and restoring the healthy functions of the Digestive Organs generally. The universal popularity of this valuable remedy in regions subject to miasmatic influences, is sufficient evidence of its power as a remedy in such diseases.

For full directions, read carefully the circular around each bottle.

For sale by all Druggists and Dealers.

R. H. McDONALD & Co., Druggists and Agents, corner Pine and Sanson Streets, San Francisco, Cal., and Sacramento, Cal., and 34 Platt Street, N. Y.

GEORGE C. McLEAN, Agent, Honolulu, H. I.

16-6m

### THE UNDERSIGNED

Expect per Bark

R. W. WOOD,

Which Sailed February 21st.

FROM BREMEN.